Amendment

In the Specification

Please amend the specification of this application as reflected in the substitute specification submitted herewith. A marked up version of the substitute specification is also submitted herewith. A replacement abstract on a separate sheet is also submitted in both clean and marked up versions.

In the Drawings

Applicant has herewith submitted Replacement Sheet of drawings for Figures 4-7. The original sheets of drawings for Figures 4-7 are withdrawn. No new matter is added by this amendment.

Response

In the pending Office Action, the Examiner has rejected claims 1-5, 44-48 and 54-58 under 35 U.S.C. § 112, second paragraph, as being indefinite because the Examiner contends these claims do not provide sufficient structure to substantiate the function that the motor can drive the vehicle independently.

In the pending Office Action, the Examiner has also rejected pending claims 1, 44 and 54 under 35 U.S.C. § 102(a) as being anticipated by Davidson et al., U.S. Patent No. 4,085,814.

The Examiner has also rejected pending claims 2-4, 45-47 and 55-57 under 35 U.S.C. § 103(a) as being obvious and unpatentable over Davidson in view of Rudwick et al., U.S. Patent 4,280,581.

Finally, the Examiner has also rejected pending claims 17, 18, 21-25 and 28-31 as obvious over Davidson in view of Olsen, U.S. Patent 5,799,747, and Gelhard, U.S. Patent 4,541,500. For the reasons presented below, reconsideration and withdrawal of the rejections respectfully are solicited.

Background

Before discussing the Examiner's specific grounds of rejection, it would be useful to briefly review the claimed invention, which is generally directed to a system and method for a vehicle, having an electric motor and foot pedals, that can be driven efficiently by either the pedals or the motor independently, or both in unison. This is accomplished by use of a uni-directional drive arrangement between the rotating element of the motor and the pedal shaft that provides for transferring rotary motion from the pedal crank to the motor, but not from the motor to the crank. This function provides the